Towns Along the Route of the Proposed I., R. & C. Want the Road Built.

Enthusiastic Meetings at Several Points-How It May Enter This City-Refrigerator-Car Mileage-The W. & L. E.

D. P. Erwin, Gen. R. B. Cowan, of Cincinpati, and F. L. Patrick, of Columbus, returned last evening from a trip over a portion of the projected Indianapolis, Rockport & Chattanooga road. While absent they attended several large meetings. At one in Rockport over five hundred tax-payers were present, and on a rising vote every one present, with one exception, favored offering a hberal subsidy to the enterprise. Rockport votes next Tuesday on giving a subsidy to the road. At Grandview another rousing meeting was held, and everybody there is enthusiastic over the building of the road. All want it built through to Indianapolis. Between now and March 8 the several townships will vote on the question of aiding the road. Messrs. Er-win, Cowan and Patrick returned more impressed than ever with the value of such a road to Indianapolis, and its prospects for business. "The fact is," said Mr. Erwin, "it seems to us that Indianapolis now has an opportunity to get a new railroad if it will take hold and simply secure a right of way for it to a connection with the Union tracks. This is all the company will ask, and it could not be a large expense, as the old canal bank can be used from the southern limits of the city to a connection with the tracks which lead to the Premier steelworks, and this track can be leased, doubtless, on very reasonable terms to a connection with the Union tracks. The road will be 160 miles long, and Mitchell will be the center of it; ninety miles have already been surveyed, and a very feasible route to build over selected, and before the year closes it is expected to have trains running as far north as Mitchell, which is eighty miles north from Rockport." General Cowan says the beauty of the thing is that it will not interfere with other roads' interests, but will give railroad facilities to territory which has none and needs them.

Mr. Woodford and the C., H. & D.

The retirement of W. D. Woodford from the presidency of the Wheeling & Lake Erie road was much of a surprise to most of the directors and a matter of much regret. George W. Davis, one of the directors, said that Mr. Woodford alone should have the credit of making the W. & L. E. what it is to-day. When he took hold of it the road was no better than a tramway, did not pay running expenses, and he retires from its presidency after having made it one of the best paying pieces of railroad property in Ohio. Other directors made remarks of much the same tenor. Mr. Woodford was in Toledo on Tuesday, and to a reporter of the Toledo Blade he said:
"The W. & L. E. road is no longer an infant, it is a full-grown man, and a strong one at that, figuratively speaking, and should have the entire attention of one man to look after its interests. The C., H & D. is a system large enough for any one man to look after, without bothering with anything else. The C., H. & D. is constantly growing and extending its lines in all directions, and every year it will require more attention to direct and manage its affairs.

All I set out to do for the Wheeling & Lake Erie has been accomplished. We have secured the coal lands, built the depots and bridges, constructed immense coal docks at Huron and Toledo, relaid the tracks with steel rails, built our car shops at Toledo, and last, greatest and the crowning point of our efforts has been to see our trains crossing the Ohio river and running into Wheeling last Monday morning. I have done everything for the company that I set out to do, and now it is well able to take care of itself." In speaking of the Cincinnati, Hamilton & Dayton securing control of the Indianapolis, Decatur & Western, Mr. Woodford said to the Blade reporter: "Well, things are shaping themselves in that way, and when the proper time comes the deal will be consumated. It takes time to bring all these things about. They cannot be done in a day."

Mileage on Refrigerator Cars. The managers of the Chicago east-bound railroads were in session all yesterday trying to reach an agreement on the question of mileage on refrigerator cars. Before the meeting the opinion was expressed by several of the interested parties that there would be no difficulty in getting a unanimous approval of the proposition to reduce the mileage from 1 cent to 4 of a cent per mile. This opinion was based on the fact that all contracts on the one-cent basis, so far as the American roads were concerned, had expired, and all seemed anxious to reduce the rate of mileage paid on private cars. The Chicago & Grand Trunk was willing to do this on shipments via the Niagara frontier, but its compet-itors were all aware that it could make no reduction via the main line of the Grand Trunk to Montreal and New England points, because of the competition of the Canadian Pacific, which is now the one road bound by contract to the one-centrate. It was supposed that this feature of the situation would be waived in order to bring about the desired change by the direct routes to the sea-board, but it was not. Two roads took the position at the outset that so long as the Wabash, in connection with the Canadian Pacific and the Chicago & Grand Trank, in connection with the Grand Trunk railway of Canada, con-tinued to pay 1 cent per mile they would be compelled to do the same. After much wrangling the whole matter was dropped

and was not again taken up.
On the question of abolishing switching charges and cartage in Chicago, to meet the action of the Chicago & Grand Trunk, there was another profitless discussion. It was decided, however, that a committee composed of the general freight agents abould meet with a similar committee of the Western roads, next Thursday, for a joint discussion of the subject.

Mileage of the Pennsylvania System. A record of all the transportation lines owned and operated by the Pennsylvania Railroad Company has been issued by Chief Engineer Brown, and shows that during the year 1891 nearly eighty-seven miles of new road east of Pittsburg and Erie were laid and about sixteen miles west of these two cities. If all the sidings, main roads and turn-outs were joined together and made into a single road it would form a line from New York to San Francisco and return and then have enough for sidings and yard-room. The total trackage amounts to 18,676 miles, nearly 6,000 of which, including sidings and turn-outs, is in the State of Pennsylvania. The number of miles of first track is 7,845; second track, 1,875; third track, 296; fourth track, 171, and the company's sidings, 3,411.

Another Freight Blockade. Complaints are again being made of a freight blockade on the Eastern roads. The main trouble seems to be in the Trunk-line territory, where the roads are so crowded with care that it is next to impossible to get shipments through to the sea-board. Of the lines leading eastward from Chicago the Michigan Central alone seems to be still able to handle the freight offered it. The trunk lines are accused of holding thousands of empty cars, refusing to return them except when they can be utilized in the shipments of west-bound freight. Western roads are also working hard to

river crossings, where another blockade is Personal, Local and General Notes. M. E. Ingalls, president of the Big Four. will return from the East to-day. George Smith, general Western manager

keep their tracks clear at the Missouri-

of the Merchants' Dispatch, is in the city on official business. The Toledo, St. Louis & Kansas City road earned in January \$170,724; increase

over January, 1891, \$49,034. A. M. Yelton, agent of the Indianapolis & Vincennes road at Vincennes, retires to take the position of clerk of the court of

Knox county. F. S. Montgomery. agent of the I. & V. at Martinsville, is to be trans-ferred to Vincennes, which is the most im-portant station, aside from Indianapolis,

on the road.

The Columbus & Hocking Valley road earned gross, in the year ending Dec. 81, 1891, \$3,286,826; operating expenses, \$1,765,-259; net earnings, \$1,521,567. The Big Four now reports its tonnage out of Chicago east to the Board of Trade of

Chicago, and its volume is something of a surprise to the old-established lines. A. G. Blair has been appointed general manager of the Wheeling & Lake Erie road, and the office of general traffic manager, which Mr. Blair held, has been abolished.

The Nickel-plate and the Cincinnati, Wabuild a new station at Claypool, the inter-change of traffic between the two roads at that point justifying such an outlay. W. S. Roney, auditor of the Vandalia, will, as soon as the new Union Depot at

Terre Haute is far enough advanced, re-move to the third story of the building, be-ing much cramped for room in his present D. B. Martin, general passenger agent of the Big Four lines, is proud of the record of the passenger department of the Big Four for 1891. He states that an increase of nearly \$347,000 is shown in passenger earn-

ings of the system over 1890. It is reported that the Union Pacific has served notice on Chairman Flynn, of the Colorado and Utah Association, that the road will withdraw from that organization.

The result may be demoralizing in rates between Denver and Utah points. Passenger Conductor Kirkpatrick, on the Cincinnati, Hamilton & Dayton lines, who for years has run between Indianapolis and Cincinnati, has been relieved. Ed Pagen, who was taken off his run some six weeks ago, is to resume work for the company in a position at Hamilton, O.

Three months ago J. H. Gharaty, purchasing agent of the Big Four, contracted for 1,200,000 cross-ties for the Big Four system of roads, this year's delivery. Of this number, 550,000 have already been distributed and will be placed under the track as soon as the weather will permit.

About 90 per cent. of the Knights Tem-plar business has been contracted for the trip to Denver. There appears to be no cutting in rates for this business, as all lines will have all they can do to carry the business. Twenty-eight thousand Knights will go, and as many more of their friends.

Chalmers Brown, general manager, and
Wm. Bellis, secretary and treasurer of the
Railway Officials' and Employes' Association, have gone to Albany, N. Y., to
attend an important meeting of Accident attend an important meeting of Accident Insurance associations. Mr. Bellis is so crippled by rheumatism that he is obliged

to use crutches to get about. The Wabash management say that they will have the Detroit & Chicago air-line completed by Nov. 1. It will be nearly 150 miles in length, extending from Montpelier to Hammond; from the latter point the tracks of the Chicago & Western Indiana road will be used, the Wabash being a one-fourth owner in this twenty miles of terminal road. The building of this link entails an increase in fixed charges of \$175,000 a year, but it is believed it will enable the road to earn more than this addi-

Business men on the lines which have been acquired by the C.. C. & St. L. (Big Four) are becoming convinced that it was a good thing that such lines have been was a good thing that such lines have been placed in control of a strong company. On the Cairo division shippers never before were so well looked after, and the same is true of the Sandusky division, formerly the C., S. & C. The volume of traffic over that line was never before so heavy nor the business men as well provided for in train service, and on the Cincinnati, Wabash & Michigan the influence of a more modern style of management is manifesting itself.

ing itself.
Frank Darlington, superintendent of the Indianapolis division of the Pennsylvania lines, was notified yesterday that the new complete vestibule trains between New York and St. Louis will go on Feb. 15, the trains leaving New York and St. Louis on that day. These trains will be run solid between Jersey City and St. Louis. They will be heated by steam, using the return system in use on the Pennsylvania railroad. No. 20, going east, will consist of two vestibule mail cars, a combination car, two vestibuled day coaches, a dining car and three sleeping coaches; No. 21, coming west, will consist of a combination car, two vestibuled day coaches, a dining car, and three sleeping cars. It requires five complete trains to make the daily service above described.

The board of directors of the Columbus & Hocking Valley road have re-elected C. C. Waite as president. The Ohio State Journal says regarding the Big Four securing control of that property that from the complexion of the directors elected, and from what they have to say individually in regard to the reported deal, it is understood that the matter has not been definitely disposed of but that it will be deinitely disposed of, but that it will be decided in the next four weeks. A railroad official, who is quite prominent as a finan-cier as well as a railroader, in speaking of cler as well as a railroader, in speaking of the Big Four securing control of this line, said that it was really a necessity to get this road in with some strong line. It de-pends largely on its coal traffic for earn-ings, and should a strike occur, such as had been experienced in Clay county last fail, the company would not earn enough to pay its operating expenses and fixed charges unless aided by a strong line like the Big Four.

PERSONAL AND SOCIETY.

Miss Nellie Wilson, of Muncie, is visiting in this city for a few days. Mrs. Clinton L. Hare is visiting h er and sister at Germantown. Pa. Miss Lida Carnahan is visiting in Chi-

cago, and will return home next week. Mrs. Louise Parmalee has gone to Los Angeles, Cal., for permanent residence Miss Chaney, of Chillicothe, O., is the guest of friends on North Illinois street. Mr. and Mrs. Harry C. Adams will leave Monday for Florida, to remain a few weeks. Mr. S. L. Burr, of Boston, is a guest of Mr. and Mrs. Byron Hutchinson, on North Tennessee street.

Mrs. S. E. Morse will return from Fort Wayne early next week and leave soon after for Chicago.

Miss Kirby, of Muncie, who has been the guest of Miss Cora Kuhn for a few weeks, returned home yesterday. Miss Angeline Moon, who is the guest of Miss Kate Wallick, will return to her home in Eau Claire, Wis., Monday.

Mr. and Mrs. George D. Burgess, who are guests of Mr. Burgess's parents, will leave Monday for their home, in Cairo, Ill. The marriage of Miss Baker and Mr. Theodore Callis will occur next Wednesday evening, at the home of the bride's parenta. The Misses Knight entertained a few friends very pleasantly last evening with cards in honomof their guest, Miss Gardner,

of Minneapolis. Mrs. Louis Hollweg gave a handsome coffee party yesterday afternoon at her home on North Meridian street, to a large company of ladies. Mr. and Mrs. Herman Bamberger will

leave Sunday for New York and later will go to Hartford, Conn., to attend the mar-riage of their son, Mr. Michael Bamberger and Miss Metzgar. Mrs. A. M. DeSouchet and daughter, Mrs. Edwin Hendrickson, entertained a number of their friends very delightfully yesterday with a thimble party, at their home on North Delaware street.

Mrs. J. H. Greenstreet, Mrs. B. D. Hutchinson and Mrs. Thomas gave a neighborhood card party last evening at Mrs. Hutchinson's, to Mrs. E. S. Walker, of Chicago, who is visiting Mrs. Granville Ballard on North Meridian street.

THREE MARRIAGES.

Special to the Indianapolis Journal. MUNCIE, Ind., Feb. 4.-Rev. C. U. Wade, of the High-street M. E. Church, this evening, married the following persons: John J. Crowell, of Bluffton and Mary L. Davis, of Muncie; Charles T. Beeny and Allie M. Milhollin, of this county; Arthur L. Bulluck and May Corbly, of Selma.

Brotherhood of Bofler-Makers. President Jerry McCarthy, of the National Brotherhood of Boiler-makers, is about to grant charters for unions in Grand Rapids, Anaconda, N. M., and Ferris, Utah. There are at present no strikes among boiler-makers.

DR. BULL's Cough Syrup has no rivals. 25 cts I contracted some weeks ago a severe cold, with pain in my side and shoulder. I gave your Salvation Oil a trial, and it relieved me at once. Chas. S. Gilbert, Baltimore, Md. CURRENT MAGAZINES.

In the Overland Monthly Enoch Knight gives what is undoubtedly a truthful account of the exact condition of the tin industry at the Temescal mines in California. So many conflicting statements as to the production of these mines have been made that it is gratifying to have an impartial report. At present only one lode out of thirty considered equally rich is being worked, and the product is about twenty tons a month. The writer gives it as his opinion that "the work now being done and which is bringing in returns that cover the cost of these twenty or more tons a month, will be doubled before another year, and thereafter increased precisely as fast as the new lodes can be advantageously worked; for there are many things to be attended to all the while, like providing a better and cheaper fuel supply, improving the roads, and generally lessening cost and waste." He adds: "But there is even now an assured American tin mine. There is no doubt about it. It is very easy to work, the ore cropping out so near the surface of these little low-lying hills, over and among which one may ride anywhere in a buggy. It is near a great railway, and in the midst of a rich, cultivated country. I cannot learn that any other deposit of tin ore of equal richness and amount has ever been found that could be so easily developed and handled; and I am very positive that the men who have staked reputation and capital upon this venture feel that they have made no mistake." Other contributions are: "The Occupation of Mount Conners," "Unpublished Letters of Andrew Jackson," "A Night Ride in Apache Land," "The New Constitution of Brazil," and several short stories and poems. San

References to the Torrens system of registering land titles, now in use in Australia, are frequently seen in current literature, but comparatively little is generally known of the peculiarities of the system. In the Century, for February, Edward Atkinson describes its character and sets forth the merits which it certainly seems to possess. By its means the conveyance of land is much simplified, and the fact is legislators deserves the attention and students of economic questions. Richard Wheatley has another chapter on the "Jews in New York," in which he treats of their domestic institutions, their public and private charities, etc. An interesting article on "Some Recent Discoveries Concerning the Gulf Stream" is by John Elliot Pillsbury. Clarence C. Hough, one of the editors of the magazine, has a timely paper on the Louisiana Lottery, his statements as to the manner in which the concern has degraded the State being the result of personal investigation. Other subjects discurred are: "The New National Guard," "Pioneer Days in San Francisco," "Titian," and "Original Portraits of Washington." Short stories are by Mrs. Burton Harrison, Virginia Frazer Boyle and Walcott Bales-

The February Forum gives its first pages to an article by ex-Senator Edmunds, of Vermont, "Perils of Our National Elections" which is followed by a paper on a kindred topic by ex-Minister Phelps, of the same State, but of the opposite party. Under the general topic of "Great Problems of Commercial Development" are four papers, two regarding the Nicaragua canal, by ex-Senator Warner Miller, and the other by ex-Senator Warner Miller, and the other
by Captain Merry, late president of the
San Francisco Chamber of Commerce.
"Our Lake Commerce and Ways to the
Sea" is the topic discussed by Senator Davis of Minnesota. Governor Irwin, of Arizona, tells of "A Great Domain by Irrigation." Under the general topic, "Scientific
Experiments in Philanthropy" are two
papers, namely, "The German Labor Colonies" and "A Year of General Booth's
Work." John Jay Knox discusses "Bank
Circulation and Free Coinage;" Colonel
Larned, of the West Point Military Academy, answers the question, "Is Our Miliemy, answers the question, "Is Our Military Training Adequate?" Horace White shows how lotteries can be taxed out of existence, and H. W. Malie writes of "A Year's Literary Production." The number, it may be needless to add, is one of more than usual strength, which is saying a great deal considering the high standard of the Forum. The Forum Publishing Com-

pany, New York. The success of Goldthwaite's Geographical Magazine is said to be quite remarkable in the history of new periodicals, but this is readily accounted for by the fact that it has a field entirely its own. There was a place for it that nothing else suppled. During 1893 the magazine will contain among other matters articles by Ralph S. Tarr on the history and development of river valleys; pictures of typical geological formations from photographs by Professor Davis, of Harvard; lessons in the art of observations based on Kaltbrunner's "Beobachter;" a number of articles by the wellknown Sergeant Dunn, on the weather service, and how to read the weather maps; papers by Lieut. Austin M. Knight, of the United States navy, on the ocean. its currents, charts, the coast survey, the world's coaling stations, the determination of positions at sea, and related subjects; more of Mr. J. W. Redway's directions as to map drawing and reading; stories of explorers and an important work by Capt. William H. Parker, U. S. N., that has a special timeliness in view of its relation to the ap-

proaching anniversary of the discovery of The Art Interchange contains a variety of matter that certainly entitles it to its claim to be an illustrated guide to art amateurs and students. Its January issue contains, among other things, a paper on "Modern German Artists," another on "Vibert as an Instructor in the Technics of Painting," and a very sensible article by Charlotte Adams on the advisability of American girls studying art in Paris. Her conclusion, drawn from personal experiences, is that Paris study no longer pays for American girls. Art gossip and decorative notes, with instruction as to the treatment of the designs given, make the magazine a very useful one. There are three colored supplements—a study of roses, a water-color design for a fan and a Dresden design for China painting. A great variety of decorative designs, reproductions in black and white of fine paintings, character sketches, etc., complete the number,

New York city. The Arena opens with a biographical sketch of Herbert Spencer, by William M. Hudson. A portrait of Spencer shows a face very strongly marked with Scotch characteristics, although he is English by birth and descent. Under the title, "Danger Ahead," Robert S. Taylor discusses the gerrymandering evil, taking as his text President Harrison's references thereto in his annual message. "The Railroad Prob-lem," so far as it relates to rates of trans-portation, is considered by Lionel A. Shel-don. Henry Wood writes of "The Solidarity of the Race," and B. O. Flower discusses "Hypnotism and Its Relations to Psychical Research." Other topics treated are "Inspiration and Heresy," "The Atonement," "The Sub-treasury Plan" and "The Last American Monarch," the latter having reference to the late Dom Pedro. Hamlin Gar-

lin continues his serial, "A Spoll of Office." The compilation of facts in the almanac issued by the New York World makes that work an encyclopedia in itself. It contains information of a sort often called for and difficult for the ordinary inquirer to secure, and of a character so varied that to name the subjects not treated of would be easier than to catalogue the contents. is a very useful reference book. Price, 25

Among contributions to English magazines of the month reprinted in the Ec ectic are those on the following topics: "The Decay of Originality." "Effects of the Doctrines of Evolution on Religious Ideas." "The New Science—Preventive Medicine," "Comparative Vitality." "The New Asrenomy." "Phases of Crime in Paris," "The German Newspaper Press," and "Man, East and West."

Book News (Philadelphia) contains a

lographical sketch of James Whitcomb



They said I was consumptive, sent 2:3 to Florida, told me to keep quiet, no excitement, and no tennis. Just think of it. One day I found a little book called 'Gaide to Health,' by Mrs. Pinkham, and in it I found out what ailed me. So I wrote to her, got a lovely reply, told me just what to do, and I am in splendid health now."

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Riley, by Prof. John Clark Ridpath. An excellent portrait of the poet accompanies the article.

Literary Notes. The Critic publishes a necrology of English-writing authors for 1891. Mr. Henry Cabot Lodge has ready a wumps will be interested to know that they are not political.

For several years the the Youth's Companion has occupied parts of four different buildings, but it is now in a home of its own-an imposing-looking structure, as shown by the picture at the top of the calendar sent out by the publishers.

"A Boy Lieutenant" is the title of a true serial story of the civil war, by Lieut. Free 8. Bowley, which begins in the Youth's Companion of Feb. 4. Lieutenant Bowley is from San Francisco, and has been a rail-road man on the Southern Pacific for twen-

Mr. J. T. Trowbridge, the well-known writer of boys' stories, has returned with his wife and three children from a long residence abroad. He intended to be gone three years, and it was three to a day from the time he sailed from New York that he embarked on the steamer at Liverpool. H. H. Bancroft, the historian of the Pacific coast, is spending the winter in Mexico with his family, being engaged meanwhile in writing, at the request of President Diaz, an account of the resources and development of the country, for publication in English and Spanish, in time for the world's fair.

Mr. Besant, in the Author, recommends to literary men frequent changes of scene as tending to strengthen the exercise of the imagination. He betakes himself, he says, as often as he can to country places, and makes notes of what he sees and hears, with the result that he finds, when he gets back, his work becomes brighter, the handling firmer, the coloring more delicate,

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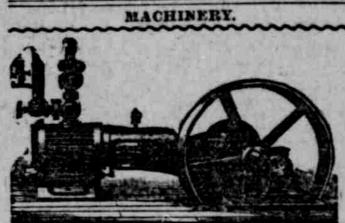
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